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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

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No anonymously signed communications that have already appeared in other papers will be inserted.

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BIRTHS.

On October 24th, at Shanghai, to Mr. and Mrs. C. J. BUTCH, a daughter, Margaret.

On October 25th, at Shanghai, to Mr. and Mrs. P. KOHLSCHMIDT, a daughter.

MARRIAGES.

On October 25th, at Shanghai, JOHN MATTHEWS MCKEE, Secretary, Shanghai Municipal Council, to FLORENCE ANNIE, younger daughter of Mr. and Mrs. W. A. CATTELLE, formerly of Tientsin.

On October 25th, at Shanghai, LILLIAN, fourth daughter of the late W. A. RAPER, M.D., of Shoreditch, to ALFRED LLEWELLYN, youngest son of the late W. F. TAYLER, solicitor, of Gray's Inn and London.

DEATHS.

On September 27th, at Kilmalcolm, Scotland, Capt. JOHN MCKECHINE, late of Shanghai.

On October 16th, at Mengtze, Yunnan Province, JAMES BATH PILLLOW.

On October 25th, at Shanghai, CECILY GRACE, the dearly loved twin daughter of Capt. and Mrs. WAYLL, a year and four months.

HONGKONG OFFICE: 10A, DES VŒUX ROAD C. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, OCTOBER 31ST, 1911.

It has been fairly evident from the arrangements Italy has made for the military occupation of Tripoli that she did not expect it to prove an easy achievement, and the latest news from Tripoli clearly points to a stubborn resistance. Only one serious engagement has yet taken place, and though in that the Italians were victorious, the Turks and Arabs are reported to have well-planned the attack on Tripoli and to have executed it vigorously and gallantly, being repulsed only after prolonged and severe fighting. The latest estimate of the defensive force behind Tripoli is 60,000 and as the Italian force in Tripoli does not appear to exceed 25,000, the statement that there will be no Italian advance until a further

15,000 troops arrive is easily understood. While the Italian force remains where it is—in the seaports—it has the valuable assistance of a fine navy. One of the telegrams published in our yesterday's issue mentioned that a reconnaissance by aeroplanes greatly assisted the Italians by revealing the whereabouts of the enemy and enabling the artillery and the warships "to intervene effectually" with their long-range guns. There is much reason to fear that the conquest of Tripoli will not be accomplished without heavy sacrifice both of life and money, for there is great danger that the war will not be confined merely to the province of Tripoli. A month ago the *Times* wrote of an effective occupation of Tripoli as a "by no means easy achievement for the troops of any nation." "Tripoli," it said, "has become in the eyes of Mussulmans, the stronghold of Islam in North Africa. It is unoccupied; it has, of course, no roads, it has many positions capable of defence, and of late years measures have been taken to strengthen its powers of resistance. All these points will doubtless be carefully weighed by Italian statesmen and soldiers before they allow themselves to be committed to what might prove a formidable undertaking, even were it unopposed by any dangers elsewhere. That it is attended by such dangers is sufficiently manifest from the comments made upon it in Berlin and in Vienna, where perils of the kind would be particularly unwelcome. And the dangers, we must remember, would not be confined to Europe. A Holy War in Tripoli might provoke Mahomedan fanaticism all over Africa, and possibly in not a few Asiatic countries as well." One of our telegrams yesterday stated that ENVER BEY had met the Sheik of Senussi and succeeded in uniting the Hinterland in a holy war against the Italians. This is one of the likely developments of the situation, but the statement that a holy war has been proclaimed seems, however, to be premature. Meanwhile a steady stream of Turks from the interior is reinforcing the Turkish force opposing the Italian advance from the coast. Italy, though she claims to have been the pioneer of the International Arbitration movement, has absolutely declined to entertain any proposal of this nature for the settlement of the Tripolitan question, though it was eminently a question for arbitration, since by the confession of the Italians themselves it was essentially juridical. As one of the London papers remarked at the time, it is a distressing commentary on the value of Hague Conferences and Arbitration Treaties, for if they cannot be invoked when wanted they stand condemned as so many unctuous hypocries, besides being a scandalous waste of the taxpayers' money. Should the occupation lead to a holy war, which would seriously menace the interests of other Powers, the latter will be compelled to bring more than a moral pressure to bear on Italy to seek a settlement of her dispute with Turkey by the more peaceful means of an Arbitration Tribunal.

Viceroy Jui Cheng of Hupeh arrived in Shanghai last week.

The Bishop of Victoria, Mrs. Lander and family have moved down from the Peak and they are now in residence at St. Paul's College.

Rules made by the Governor-in-Council under the Opium Ordinance regarding the sale of opium are published in the *Gazette*.

Messrs. Lowe, Bingham & Matthews, of Hongkong, Shanghai and London, have opened a branch in Singapore under the management of Mr. Charles C. Dunman.

Mr. Alfred Sze has been appointed Chinese Minister to Washington. Mr. Sze was the Imperial Commissioner at the Plague Conference at Mukden.

Mr. F. A. Aglen was appointed by Imperial Edict on the 26th inst. to succeed the late Sir Robert Hart as Inspector-General of the Imperial Maritime Customs.

Mr. A. W. U. Pope, now general manager of the Shanghai-Nanking Railway, has been appointed technical adviser to the Board of Posts and Communications.

The steamer *Landrat Schleiff*, which arrived from Bangkok yesterday, reported that her second engineer, Wittstock by name, was drowned on the 17th inst. at Bangkok.

For stealing a cotton curtain valued at 20 cents from a house in Queen's Road West Mr. Wood at the Magistracy yesterday sentenced a native to three months' imprisonment and four hours' stocks.

At the Magistracy yesterday Mr. Wood heard more evidence in the case in which three men stand charged with committing an armed robbery in Gough Street, and the defendants were again remanded.

The return of visitors to the City Hall Library and Museum for the week ending the 29th October, 1911, shows that of non-Chinese there were 413 to the Library and 196 to the Museum, and of Chinese 160 to the former and 3,201 to the latter. The Library was, therefore, used by 573 persons and the Museum by 3,397.

A grand orchestral and vocal concert is announced to be given at the City Hall on November 11th.

The return of communicable disease for last week shows: 1 case of plague, 1 case of diphtheria; 1 (British) case of enteric fever; and 3 cases of small-pox, one being a Portuguese case and the others Chinese.

We draw the attention of readers to the announcement on page 4 of the Bazaar and Fancy Fête in connection with the Ministering Children's League, which takes place on the Volunteer Parade Ground this afternoon.

A Chinese who was arrested with 22 tablets of dried opium in his possession, and who had three previous convictions against him, was ordered by Mr. Wood at the Magistracy yesterday to pay a fine of \$200, the alternative being three months' imprisonment.

We understand the following promotions have been made in the police force:—Sergeants M. O'Sullivan, Gordon and Watt to be third class inspectors; Sergeants Cagill, Davis, Floyd and Appleton to be Crown Sergeants; and Constables Ogg and Clark to be lance sergeants.

The launches of the Hanyang Ironworks have been noticed flying the French flag and those of the Pinghsiang Colliery the German flag. We (*C. C. Post*) do not know the full significance of this. It is evident that the foreigners who have lent money for Chinese Imperial undertakings are making efforts to secure their security.

Those who wish to keep in touch with friends in the Homeland could do better than study the new set of local view Christmas cards issued by Messrs. Kelly & Walsh. They represent some of the beautiful moonlight effects seen in Hongkong, and as they are suitably inscribed in English and Chinese they constitute an ideal form of greeting to the folks at home.

At the Marine Magistrate's Court yesterday Commander C. W. Beckwith, R.N., fined a junk master \$5 for mooring his boat within 100 yards of low water mark during prohibited hours. Two other fines of \$5 were imposed on a boatman and boatwoman for lying alongside the Ping On Wharf in such a manner as to cause an obstruction to the Southern

At Mukden about ten o'clock on the 12th inst. flames were seen issuing from one of the buildings of the Government Technical School, and in a very short time the whole block used last Spring by the Plague Conference delegates was in a blaze. This consisted of four main buildings parallel to each other and connected, as regards three of them, by a broad passage way, while the fourth was originally detached, but was connected by a covered way, by which the delegates passed to the dining and drawing rooms and Conference Hall.

News reached Shanghai last week of the death in Singapore of Mr. R. P. Silby, of the Shanghai firm of Silby & Evans. Mr. Silby, who was only thirty-three years of age, was for many years in the employ of the well-known firm of Howarth, Erskine & Co., as civil engineer, and came to Shanghai about five years ago, the *N. C. Daily News* says, to supervise the erection of the Garden and Chekiang Road bridges on behalf of his firm, for whom he secured many other contracts, the most

important being the erection at the new Shanghai Club. He left the firm of Howarth, Erskine & Co. a little more than three years ago and joined Mr. P. de T. Evans in October, 1908. During the current year he had twice visited Singapore in connection with law-suits, in both of which he proved successful. For several months he had been in a bad state of health, but when he left Shanghai a couple of months ago it was expected that the benefit he would receive from the change of climate would enable him to return thoroughly invigorated. He was of a kindly and genial disposition and had a large circle of friends who join in extending heartfelt sympathy to his widow and two children, whom he leaves to mourn his loss.

THE BORNEO SALT FISH INDUSTRY.

The following extract is made from the Report of the North Borneo Chamber of Commerce:—

A letter from the Chinese Chamber of Commerce was read, answering certain enquiries made by this Chamber, and the matter was thoroughly discussed. Some years ago Government allowed a rebate of 25 cents per picul on every picul of salt fish exported, but did away with this system some little time afterwards. The Committee was of opinion that the only way to induce Salt Fish Traders to expand their operations in this industry was for the Government to again allow the rebate and to fix it for at least three years. There appeared to be no doubt that the fish are not here in such large quantities as they were a year or two ago, and this fact, combined with other difficulties, compelled two of the fish drying firms to go bankrupt, and others had disposed of some of their fishing boats and appliances. Mr. Ashton mentioned that in other parts of the world it was known that fish had diminished in quantity for a certain period and had then returned again. If the Government would allow this rebate once again it was thought it would prove a sufficiently strong inducement for traders to restart their business. It would appear that the Traders are thoroughly tired of the business, and those who continue in it only do so from force of circumstances. Anything less than substantial encouragement could not be expected to have the desired result.

THE WRECKED "IXION."

The Blue Funnel Java Boat *Ixion*, which arrived from Bangkok yesterday, reported that her crew being carried on to Colombo, had been sighted (17th) carrying on with the fire burnt out twenty miles south of the Island of Kroe, near the Sunda Straits. There is a Dutch gunboat in attendance.

TELEGRAMS. TELEGRAMS.

[DAILY PRESS' EXCLUSIVE SERVICE.]

THE REVOLUTION.

IMPERIALIST VICTORY.

SHANGHAI, October 30th.

After considerable fighting to the west of the Race Course the Imperialists have entered Hankow. They are burning the town.

[THROUGH REUTER'S AGENCY.]

REBELS DEMORALISED.

LONDON, October 30th.

Reuter's correspondent at Peking wires that the rebels offered little resistance and abandoned their main position at Kilometre No. 10 with all their guns and camp equipment, retreating in an utterly demoralised manner.

Admiral Sah Chau Ping afterwards noticed the foreign Consuls that it was his intention to bombard Wuchang and Hanyang at three o'clock on Saturday afternoon.

The Admiral requested foreign shipping to withdraw out of danger.

UNCERTAIN SITUATION AT NANKING.

Reuter's Peking correspondent wires that the situation at Nanking is most uncertain.

The new troops are fearing an attack and the old ones are clamouring for ammunition, which the Viceroy refused to give them, and when ordered to leave the city they objected.

Six thousand troops at Lanchow (Yunnan?) have refused to entrain for Hankow, and have memorialised the Government urging the immediate granting of a Constitution.

THE FRANCO-BELGIAN LOAN.

The Franco-Belgian loan is one of six million sterling.

RENEWED RAILWAY TROUBLE.

SPEECHES BY LABOUR LEADERS.

LONDON, October 30th.

A renewal of the railway trouble is threatening Great Britain.

Meetings of the men were held in many centres yesterday and resolutions were passed repudiating the Report of the Commission. Some of the meetings demanded an immediate strike.

Mr. Thomas, M.P., speaking at Crewe, said the wage concessions announced by the Companies proved the justice of the men's claims, but the men demanded full recognition of the Unions. Hundreds of meetings were held last week at which resolutions in favour of a strike were passed. There were, therefore, only two courses open—either a general strike, or the Railway Directors must meet the men's officials and discuss the Report of the Commission as a basis of settlement.

Mr. Ramsay MacDonald, M.P., speaking at Chester, said if Society, speaking through its Governments, will not compel the railway managers to discuss the grievances of the men properly, then let Society take the consequences. He appealed to the managers to cease playing nursery games and recognise the four big unions.

DEATH OF MR. PULITZER.

LONDON, October 30th.

The death is announced of Mr. Joseph Pulitzer, proprietor of the *New York World*.

NEW CARDINALS.

LONDON, October 30th.

His Holiness the Pope on November 27th creates seventeen cardinals, the list including the Most Rev. F. Bourne, Archbishop of Westminster; the Most Rev. J. M. Farley, Archbishop of New York; the Most Rev. O'Connell, Archbishop of Boston; and the Most Rev. Falconio, Archbishop of Washington.

NEW STAMPS FOR THE PHILIPINES.

TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE MEDITERRANEAN WAR.

TURKS REPULSED.

LONDON, October 30th.

Reuter's correspondent at Rome wires that the Turks twice attacked Bumeliana Wells, Tripoli, on Saturday morning, and were repulsed.

THE DENIAL.

Reuter's Cairo correspondent says it is authoritatively declared that Enver Bey never passed through Egypt.

HEAVY CASUALTY LIST.

Italian official despatches estimate the enemy's total losses in the recent fighting at 2,000 killed and nearly 4,000 wounded.

MARKING TIME.

Reuter's correspondent at Rome cables that all was quiet yesterday at Tripoli except for some skirmishes in the oasis.

The Turks attacked Homs yesterday and were repulsed with heavy loss.

A message from Naples states that the Duchess of Aosta sailed for Tripoli on board a hospital ship.

THE "CLAYTONIZING" OF SHIPS.

TRANSFERENCE OF GOODS BY RAT-FREE LIGHTERS.

The following correspondence has been forwarded to us by the Chamber of Commerce for publication:

Colonial Secretary's Office,

Hongkong, 7th September, 1911.

Sir,—I am directed to forward for the consideration of your Committee the enclosed copy of a letter from the Consul-General for the Netherlands dated the 26th of last July together with copies of minutes dated the 26th instant and the 1st ultimo by the Medical Officer of Health and the Health Officer of Port, respectively, and I am to inquire whether you can give this Government an approximate estimate of the number of vessels which would have to be "claytonised" to meet the requirements of the Philippines and Netherlands-India Government. His Excellency the Governor would also be glad to learn what are the views of your Committee on the subject of requiring trans-ference of goods to be made by rat-free lighters.—I am, Sir, Your obedient servant,

(Sgd.) WARREN BARNES,
Colonial Secretary.The Chairman,
Hongkong General Chamber of Commerce.
(Copy)

Hongkong, 26th July, 1911.

Sir,—The Netherland-Indian Quarantine Ordinance of 1911 provides that plague-free ships not having on board any traceable signs of plague and neither an extraordinary mortality among rats, having left less than 21 days before a plague-infected port, shall only be admitted to 1st class Netherland-Indian ports. If certain conditions are, however, fulfilled, they may enter also 2nd class ports.

In order now to be in a position to consider whether the favour of admitting the above ships in a 2nd class port might be granted in certain cases, the Chief Inspector of the Netherland-Indian Civil Sanitary Department should like to know if there exists in the Port of Hongkong an installation for the claytonising of ships, and, if so, whether there is a possibility to load those claytonised ships from lighters, in which all the rats have been destroyed, so that there is no danger of the entry of rats from ashore into those ships taking in cargo.

I have now been requested to inform the Sanitary Department at Batavia, whether it is possible in Hongkong to realize the preceding sanitary measures, and if so whether in such concerned case and on application by the interested shipping the Hongkong Sanitary Department would be willing to grant a certificate, that the above sanitary conditions have been fulfilled. On presentation of this certificate there is a possibility for a more liberal treatment in the Netherland-India for ships coming from plague-infected ports, as Hongkong is.

You will oblige me very much if you would enable me to give an answer to the preceding questions put to me by the sanitary authorities of Batavia.—I have, &c., &c.

(Sgd.) DR REES,

Consul-General.

(From the Medical Office of Health.)

The Government of Hongkong have an arrangement with the Disinfecting Bureau for the use of their Clayton machine—on payment—for the disinfection of plague-infected ships.

The Medical Officer of the United States Marine Hospital Service informs me that the American Government in Manila contemplates requiring goods to be transferred by rat-free lighters when consigned to the Philippines from plague-infected ports, so that there is evidently a strong tendency for plague-free ports to impose such a condition, and it would be advisable therefore for the Hongkong Authorities to make arrangements for realising this sanitary precaution, so that the Health Officer of the Port may be in a position to grant the required certificate in those cases in which it is deemed necessary.

(Sgd.) FRANCIS CLARK,
Medical Officer of Health.

To the Hon. Colonial Secretary.

I think this matter had better be referred to the Hon. P.C.M.O., as he controls the Health Officers of the Port.

(Sgd.) E. D. C. WOLFE,

Head of the Sanitary Department.

Minute of 1st August, 1911, by the Health Officer of Port, Hongkong.

In the first place I doubt very much whether the transference of cargo, destined for the Philippines, into rat-free lighters is wholly practicable, and for this reason. A large amount, probably nine-tenths, of the cargo so transferred goes into Chinese cargo boats and not into lighters in the ordinary sense. By this term lighter I mean the proper European design boats which can be completely covered over. Such lighters alone can be properly made rat-free, and it is obvious that it is impossible to do so with the ordinary open-Chinese cargo boat, as they cannot be made air tight. Under the circumstances, the only way to carry out the plan desired by the Manila Authorities would be to approach the shippers and merchants in this Colony pointing out the advantages which would accrue if they adopted the system of using only proper lighters after they had been made rat-free. A letter to the Chamber of Commerce would be the best means of ascertaining this. Unless they come in with the scheme of course it cannot be done, or unless the Manila Government were to pass a law that unless cargo was borne right through from the shippers to its destination on rat-free lighters and vessels it would not be admitted to Manila. Such a course would of course simplify matters, and the merchants would have to

conform to the laws. Assuming that the merchants are agreeable to do this, the rest of the matter is quite simple enough. The Clayton apparatus is still in the Colony, and would be available to go alongside a ship for disinfection. The agreement with the Fumigating and Disinfecting Bureau still holds good for this purpose, the charge being \$200 per ship. As to the fumigating of lighters, I have ascertained from the above Company that they are prepared to undertake this at the rate of \$75 each for the largest size lighters, with a reduced sliding scale for smaller ones, and special terms when a number of lighters are fumigated in one day. When lighters are to be fumigated it would be necessary for these to be moored alongside the Company's barge at Causeway Bay.

Hongkong General Chamber of Commerce,
9th October, 1911.

Sir,—I am now directed to reply to your letter of the 7th September, 1911 (No. 4125/11), with enclosures, enquiring whether my Committee could give the approximate number of vessels which would have to be "claytonised" to meet the requirements of the Philippines and Netherlands-India Government, and also requesting their views on the subject of the transference of goods by rat-free lighters.

With regard to the first question, my Committee would refer the Government to the Chamber's Reports for 1902 and 1904, where the objections to the "claytonising" of ships with part cargoes on board are fully dealt with.

In regard to the transference of goods by rat-free lighters my Committee consider that with the present class of lighters in use in the Colony this is an absolute impossibility.

As is well known, all the so-called lighters are in reality Chinese cargo boats, and there are practically no lighters, in the proper sense of the word, outside the few owned by private companies.

It is obviously impossible to make these cargo boats rat-free, as they are constantly alongside jetties, river and coasting steamers and other craft, receiving and discharging goods. Rats may therefore come on board at any moment or be concealed in many classes of cargo without any one being aware of their presence. It will thus be seen that the value of a fumigation may be rendered nugatory even a few hours after it had been effected.

In the above circumstances, the question naturally arises as to the period for which a rat-free certificate will hold good, and as to whether the cargo boat holding the certificate is really rat-free at any time during such period.

To relieve this uncertainty frequent fumigation will have to be made, and the expense of doing this would be more than Chinese shippers and cargo boat owners could or would be willing to submit to.

Further, a large proportion of the trade to the Philippines and the Netherlands-India is in rice, fresh goods, &c., which cannot well be handled in fumigated lighters.

In conclusion, my Committee are of the opinion that if the American Government were to pass such a law as is suggested in the Health Officer's report, and which no doubt the U. S. Medical Officer at this port would like to see adopted, the local trade to the Philippines would be seriously hampered, if not stopped altogether.

For the same reasons set forth above, my Committee consider that the proposal contained in the communication of the Consul-General for the Netherlands is unworkable.—I am, &c., &c.

(Sgd.) E. A. M. WILLIAMS,
Secretary.

Mr. Henry Kressel.

The Chairman,
Hongkong General Chamber of Commerce,
Hongkong.

The following correspondence is forwarded by the Chamber of Commerce:

London, E.C., 1st August, 1911.

DEAR SIR,—It is with much regret that I have to inform you that as I am not returning to Hongkong I have to resign my seat on your Committee.

Since Mr. Bonner and I have been home we have attended an inaugural meeting of the British Imperial Council of Commerce, at which it was decided that a British Imperial Council of Commerce be formed to deal with all matters of interest to British merchants throughout the Empire. To this decision we gave our support on behalf of your Chamber, and we feel that we thus met your wishes. I understand that the London Chamber of Commerce is addressing you direct therewith.

It only remains for me to say that while regretting my active severance from affairs in Hongkong and China, I am entirely at the service of yourself and your Committee should you perchance require anything of me which I in this country can do to assist the general welfare of your Chamber.—I am, &c., &c.

(Sgd.) HENRY KESWICK.

Hongkong Chamber of Commerce,
Hongkong, 27th September, 1911.Henry Kessell, Esq.,
Messrs. Matheson & Co., Ltd.,
London.

DEAR SIR,—My Committee learn with much regret from your letter of the 1st August last that as you are not returning to Hongkong, you must resign your seat on the Committee.

My Committee note that you, together with Mr. Bonner, attended the inaugural meeting of the British Imperial Council of Commerce. I would ask you to accept my Committee's thanks for acting as the Chamber's Delegate.

In conclusion, my Committee very much appreciate the kind sentiments contained in the last paragraph of your letter, and should occasion arise they will avail themselves of your services, which when you were associated with them you were always so willing to render.—I am, &c., &c.

(Sgd.) E. A. M. WILLIAMS,
Secretary.

PARIS LETTER.

WRITTEN SPECIALLY FOR THE "HONGKONG DAILY PRESS."

Paris, October 6.
ITALY AND TURKEY.

Though Tripoli has fallen into the hands of the Italians, there are no signs that the Italo-Turkish war will be brought to a close. The belief was entertained in France at one time that the conflict would be of but short duration and that as soon as the Italians had succeeded in becoming masters of Tripoli, peace would be concluded. That belief is no longer entertained. The present one-sided war, which is severely condemned in France, looks like plunging the whole of Europe into war. Is Italy bent upon the total destruction of the once powerful Ottoman Empire? Her movements are secret, and it is very little that is allowed to transpire. So long as Italy confines her operations to Northern Africa—where she will find plenty to do, especially as soon as she moves inland from the coast—Europe has nothing much to fear. Unfortunately, her operations denote that she is attacking Europe as well as Asiatic Turkey. This has all along been the greatest fear; the present uproar in the Balkan States shows that serious trouble is anticipated, and that Southern Europe is to be fully ready for all emergency. France, Great Britain and Germany are quite prepared to make united efforts to ward off this grave danger, and to localise the struggle. The French Press with few exceptions is anything but sympathetic towards Italy whose action is strongly criticised. *Le Petit Parisien*, on the other hand, declares that the responsibility for the outbreak of war lies with Turkey, who has rendered it inevitable for three years by its incessant provocation. *La Libre Parole* also approves of Italy's attitude, which will replace the Islamic Power by a Latin nation, "which will," it adds, "restore order in the countries bordering on our Tunis." *La Lanterne* is of further opinion that the real responsibility lies with the German Government, and says: "The Agadir incident determined everything." The Turks and Arabs, if they choose, can make things very unpleasant for both Great Britain and France in various parts of the world, especially as these two nations are destined to interfere.

The safety of Europe at the present moment depends upon the ability of France, Great Britain and Germany being able to localise the struggle. All anxious eyes are naturally turned towards that gunpowder barrel—the Balkans and the Adriatic coast. If the latter can be provoked upon not to revolt, not to seek revenge at such a critical time as this, the world's peace will not be entirely jeopardised. The sinister story about Italy supplying arms to Montenegro is quite sufficient to set Austria in motion, and others too. Let everything for setting a limit to the configuration be done. The purpose may not be finally attained by the machinery of The Hague Conference, but this ought not to be allowed to rust. One can hardly expect Italy after all the preparations she has made for war, agreeing to an immediate peace with Turkey. Her prestige would not allow of such a step being taken; now that she has started to have her revenge on Turkey she will continue to chase her to the bitter end regardless of cost or circumstances. There is such a thing, however, as choosing a propitious moment for going to war. Apart from the fact that Turkey was anything but prepared for the conflict, nothing could have been more ill-timed for the rest of the Powers, who have been put to considerable inconvenience by the Italo-Turkish war. Surely Italy in her hot haste to startle the world must have been aware that very little was required at the time to upset the international equilibrium. By springing such a conflict at such a time as this she did not play the part of a good European.

Many Frenchmen are of opinion that Italy, though Germany's ally, has undertaken a much bigger task than she can accomplish—at least single-handed. By landing an expedition in Tripoli she has undertaken a vast responsibility to Europe. There is no telling from one hour to another, now that war has broken out, when the Balkan States may throw in their lot. Nothing but the signal defeat of Italy—an impossible event—can save the Turkish Government. It has now become the duty of all the Powers, if only to avert material losses, to prevent a European conflagration, and this can only be attained by the solidarity of all the nations. Germany will do her utmost strictly to limit the conflict that has broken out. Russia has no inclination to see a general conflagration; not having herself recovered yet from her Japanese thrashing. France has shown in the Moroccan affair that she is opposed to warlike complications, while England, who has millions of Mussulman subjects, will certainly endeavour to reduce the consequences of this brutal war. Turkish politics just now leave much to be desired, and this has only aggravated the situation. The French world would not be surprised to see Turkey recouping herself for the loss of Tripoli by the acquisition of Thessaly, though she promised not to molest her weaker neighbour, Greece. For years Italy has been yearning for Tripoli which she has now succeeded in obtaining as her share of the North African sea coast. France is in Morocco, England is in Egypt. Italy's move in Tripoli will have its consequences wherever Moslem and Christians are in contact. The present regrettable war is alike bad business for Europe and for European influence throughout the East. The late Mr. Gladstone was quite right when in 1861 he remarked that Italy's difficulties were Europe's danger. Italy will be well advised to display the greatest tact and caution when waging war on European Turkey. For the whole of Europe this is a most vital question.

NOVEL ADVERTISING.

The enterprising purveyors who utilised the pyramids of Egypt for purposes of advertisement have found emulators in Paris, where—so it is said—there is a scheme for educating parrots to proclaim the merits of particular wares. Instruction is to be provided by means of a gramophone, which is to repeat the same words over and over again within the hearing of the parrots, which are then to be distributed to the shops. The idea is ingenious, and the man who conceived it ought to be able to make money somehow, but it is by no means so certain that the scheme will work. At first, no doubt, the novelty of the proceeding would draw people to the shops, but when the parrots ceased to be an attraction it might occur to the retailer that the care of a parrot involves some trouble and expenditure, and that there was no sufficient reason why they should advertise the goods of one manufacturer to the detriment of another without something of the nature of reciprocity being extended to them. Thus we are brought back to the well-established rule that advertising cannot be done for nothing, and that the most brilliant schemes which seem to afford promise are occasionally doomed to disappointment.

THE "LIBERTÉ."

Was the blowing up of the *Liberté* due to foul play? There is a curious and somewhat startling report to that effect in circulation at the present moment in Toulon. Two sailors have come forward since the disaster prepared to appear before the Commission of Inquiry and to state that an hour before the explosion actually took place they saw two men put off from the ship in a small rowing boat and who appeared in a great hurry. A further story, which seems to corroborate the above declaration, states that the son of a senior officer, who rushed on to the quay immediately after the explosion, found two men just disembarking from a small boat, in which they had come from the *Liberté*; they would not have been able to reach land unless they had started some time before the explosion. Another story declares that the two men were bathing in the water beside the *Liberté*, and were taken on board a rowing boat by two more men who were pretending to fish, although they had neither lines nor nets! All these stories look rather suspicious and would seem to point to foul play. The Commission of Inquiry will soon be able to tell us whether this is true or whether it is merely a hoax.

Very impressive and solemn was the funeral of 185 of the victims of the *Liberté*, which took place last Tuesday at Toulon, in the presence of President Fallières, members of the Cabinet, and other State officials. The wreaths were most beautiful. The English cruiser *Exmouth*, flying the flag of Vice-Admiral Poe, the commander-in-chief of the Mediterranean Squadron, arrived at Toulon on the previous day bringing the condolences of England. The staff and crew of the *Exmouth* attended the funeral, and contributed a splendid wreath, together with another from the British Navy. The inhabitants of Toulon were profoundly touched by this mark of sympathy on the part of England, and the English sailors, who were most cordially received. Just as the funeral procession of the *Liberté* victims, who were conveyed in gun-carriages wrapped in an immense tricolour, arrived at the Arsenal, a terrible panic was produced by pickpockets, and a cry of "a bomb" was raised, which scattered thousands of people in every direction. Several persons were injured, though none of them seriously. The English sailors went to the aid of the women and children, and managed to save many from being trampled upon in the crowd. When the British tar went back to their places in the procession they were loudly cheered. In the panic that ensued President Fallières was for a moment left entirely alone on the platform. He never lost his presence of mind, but shouted to the crowd that there was no danger and to remain calm. The panic was caused by the fall of a ladder on which some spectators had been standing.

THE GERMAN COLONIAL OFFICE.

The post of Under-Secretary of State in the Imperial Colonial Office, recently occupied by the late Dr. Boehmer, whose death was reported on September 25, has been filled by the appointment of Dr. Conze, formerly Director in the same office. Dr. Conze entered the Colonial Office in 1900 and became Director in the following year. In 1909 he made a tour of several months' duration through the German and British Possessions in South Africa.

THE SIBERIAN RAILWAY.

THE WINTER SCHEDULE.

On and after October 23rd the winter schedule of the trans-Siberian tri-weekly express trains will be in force. Arrangements have been made that the date of departure from Vladivostok and Harbin will be the same as the summer schedule, and no changes will be effected except in the hour of departure, this being changed to 2.30 p.m. instead of 1.20 p.m. The dates of departure from and arrival at Moscow will be the same as heretofore.

FIRST CHINAMAN TO CLIMB MONT BLANC.

A Geneva telegram dated October 4th says: Mr. E. Lui has the honour of being the first Chinaman to climb Mount Blanc, afeat he accomplished without much training, though he was greatly fatigued on his return to Chamonix. He discarded his national costume for a Norfolk suit and heavy boots before starting, and was accompanied by an English climber, Mr. R. B. giles, the guide Couttet, and the porter Duerzo.

The summit was reached in fine weather, and the Chinese alpinist was greatly impressed by the magnificent view. It is the first time that

Mr. Lui has walked on snow and ice, and he was delighted with his experience in the mountains.

NATIVE BANK ORDERS.

The N.C. Daily News of the 27th inst. in a leading article says:

It is not surprising that the evidence in the Mixed Court on Wednesday afternoon in connection with the case of J. A. Wattie v. Tao Kong and others, should have caused something of a sensation among the business community. With the merits of the case at large this is not the time for us to deal, while the matter remains *sub judice*. But as regards the particular status and worth of native bank orders we have a clear issue, in which it is necessary, without delay, to nail any possible misunderstanding to the counter. Briefly expressed it is follows: that according to the evidence of Mr. H. E. R. Hunter, supported by the practice of immemorial years, a native bank order is an unconditional promise, by the bank which issues it, to pay. No case of an order having any kind of condition attached to it has ever come under Mr. Hunter's notice, and in any case, to quote the witness' own words, "no foreigner would accept a bank order if he thought there was any possibility of the order's only being paid under certain conditions . . . unless the bank order were perfectly clean, no bank would touch it." That, of course, is no more than the principle on which business has always been conducted, not only in Shanghai, but throughout all China's ports. Now comes the representative of the Bankers' Guild and purchases some Cuticura Soap Ointment, also this for the application gave me a trial, and one box of Cuticura Ointment cured it. I now use the Soap regularly and the Ointment for other purposes when required. I think it is a splendid skin-healer."

"I had been a sufferer from dry eczema for a long time, for four or five years. They used to crack and bleed, and were very sore. At times they used to itch very much. I tried all kinds of remedies, and received no benefit. At last I saw the advertisement of Cuticura Remedies and purchased some Cuticura Soap Ointment, also this for the application gave me a trial, and one box of Cuticura Ointment cured it. I now use the Soap regularly and the Ointment for other purposes when required. I think it is a splendid skin-healer."

"I wish to keep you informed to the wonders of Cuticura Remedies. I had an attack of ec

NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAIRY PRESS only, and special business matter THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be discontinued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P. O. Box, 33. Telephone No. 12. Telegraphic Address: PRESS CODES: A.B.C. 5th Ed. Lieber's.

NEW ADVERTISEMENTS

MINISTERING CHILDREN'S LEAGUE. Under the Patronage of HIS EXCELLENCY THE GOVERNOR and LADY LUGARD.

A BAZAAR and FANCY FETE will be held (by kind permission of Commandant and Officers Hongkong Volunteer Corps) on the Volunteer Parade Ground, TO-DAY (TUESDAY), 31st October, from 2.30 to 7 p.m. Many novelties suitable for CHRISTMAS PRESENTS.

3.45 p.m.—Children's Variety Entertainment.

3.30 p.m.—Auction.

6.15 p.m.—Variety Entertainment.

If not the Bazaar will be held in the Volunteer Head-Quarters.

Proceeds to be divided amongst various local charities for Children and the Hongkong Cot in the M.C.L. Home at Ottershaw, Surrey.

NO CHITS TAKEN.

Hongkong, 31st October, 1911. [1312]

NEW ADVERTISEMENTS

THE CHINESE ENGINEERING AND MINING COMPANY, LIMITED.

NOTICE

A FINAL DIVIDEND of One Shilling per Share, free of tax, has been declared by the Directors of the above Company, making a total of 10 per cent. for the year ending 28th February, 1911.

COUPON No. 17 is payable on the 2nd November, at the CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA, and the RUSSO-ASiATIC BANK of Tientsin and Shanghai, Hongkong, 31st October, 1911. [1314]

THEATRE ROYAL, CITY HALL.

GRAND ORCHESTRAL AND VOCAL CONCERT

UNDER the Patronage of H.E. THE GOVERNOR, and LADY LUGARD and H.E. GENERAL and MRS. ANDERSON.

ON SATURDAY, NOVEMBER 11TH, 1911; AT 9.15 P.M.

BY THE MILITARY AND STRING BAND OF 1ST BATT. R.O.Y.L.L.

The following Ladies and Gentlemen have kindly consented to appear:

Mrs. GORDON, Mr. DENMAN FULLER, Dr. & Mrs. SCHOFIELD, Mr. H. J. JONES

PRICES \$3, \$2, \$1 and 50 cents.

Booking at MOUTRIES,

Hongkong, 31st October, 1911. [1315]

HARBOUR MASTER'S OFFICE, MACAO.

NOTICE

THE GOVERNMENT of MACAO, through the Harbour Office, hereby announces that, for the space of 10 days from the publication of this Notice in the Government Gazette, it will be receive Tenders for the purchase of two Motor Bats for use in the Macao Harbour.

Tenders should be forwarded in sealed covers, addressed to the Harbour Master, up to the aforementioned date, in conformity with the terms and conditions which may be seen in the Macao Harbour Office and in the Portuguese Consulate, Hongkong.

ALBERTO THEOPHILIO RIBEIRO, Acting Harbour Master, &c.

Harbour Master's Office,

Macao, 29th October, 1911. [1313]

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"ARRATOON APCAR,"

Captain G. F. Hudson, will be despatched for the above Ports on THURSDAY, the 2nd Nov., at 3 p.m.

For Freight or Passage, apply to

DAVID SASSOON & Co., Ltd., Agents.

Hongkong, 31st October, 1911. [1509]

FOR SHANGHAI, KOBE AND MOJI.

THE Steamship

"JAPAN,"

Captain E. P. Smith, will be despatched for the above Ports on THURSDAY, the 2nd Nov., at 3 p.m.

The Steamer has superior accommodation for Passengers, is installed throughout with Electric Light and carries a duly certified doctor.

RETURN TOURS TO JAPAN

(Occupying 20 Days).

The Steamer leaves about every 3 weeks for Shanghai and Kobe (Inland Sea), returning via Moji, providing a stay of 5 to 6 days, in Japan. Return Tickets are available by the Indo-China Steam Navigation Co.'s Steamers. Fare for round trip, \$120.

For Freight or Passage, apply to

DAVID SASSOON & Co., Ltd., Agents.

Hongkong, 31st October, 1911. [1310]

"GLEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBRO', HULL, LONDON AND SINGAPORE.

THE Steamship

"GLENSTRAE,"

Captain J. McGillivray, having arrived from the above Ports, Consignees of cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on MONDAY, 6th Nov., at 10 a.m.

All claims must be presented within FIFTEEN Days of the Steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 6th Nov. will be subject to rent.

INTIMATION

LANE, CRAWFORD & CO.

(TELEPHONE 97.)

Evening Dress

DRESS SUITS DINNER SUITS

(SILK LINED) (SILK LINED)

FROM \$70.00 FROM \$65.00

DRESS SHIRTS

\$3.50 each, 6 for \$19.50. \$5.00 each, 6 for \$27.50.

The "LANFORD" Collar. NEWEST STYLE FOR EVENING WEAR

in 1/4 sizes.

WHITE KID GLOVES

\$1.50 per pair.

WHITE DRESS WAISTCOATS.

READY-MADE OR MADE TO ORDER.

SILK and SPUN SILK SOCKS

\$1.75 to \$5.00 per pair.

PATENT PUMPS and SHOES.

LANE, CRAWFORD & CO.

INTIMATIONS

G. 228 R. 229 R.
NOTICE.

IT IS HEREBY NOTIFIED that on and after WEDNESDAY, the 1st of NOVEMBER, the Supply of Water to the RIDER MAIN DISTRICTS will be controlled by bringing the RIDER MAINS into operation, and that Water will be turned on to each RIDER MAIN daily for Two Consecutive Hours. Information as to the Hours of Supply to any Particular Property may be obtained on application at the Office of the Water Authority or Registrar-General, or at the Tung Wah Hospital.

W. CHATHAM,
Water Authority.

Public Works Department, Hongkong, 27th October, 1911. [1301]

AUCTION

G. 228 R. 229 R.
PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, TO-MORROW (WEDNESDAY) the 1st November, 1911, at 10 A.M., at H.M. NAVAL YARD,

OLD AND SURPLUS

NAVAL STORES,

Comprising—

ASH HOIST, VERTICAL and CAPSTAN ENGINES, REFRIGERATING MACHINES, HOSES, LAMPS and LANTERNS, TOOLS, OLD IRON and METAL, ELECTRIC CABLES, VICES, SWITCHES, COAL SACKS, CANVAS, RAGS, 11 in. CLOTH, MANILA HAWSER, unplied, OLD INDIA-RUBBER, OLD LEATHERS, CARPETS, BEDDING, MATTINGS, OLD BOATS, FURNITURE, ROPES, &c., &c.

TERMS OF SALE.—As detailed in the Catalogue.

HUGHES & HOUGH,

By Appointment Auctioneers to the Admiralty.

Hongkong, 30th October, 1911. [1302]

DENTISTRY

DR. M. H. CHAUN,
DENTAL SURGEON,
33, QUEEN'S ROAD CENTRAL.

1ST FLOOR, ROOMS 2 and 3. From the University of Pennsylvania, U.S.A.
Telephone 126.
Hongkong, 27th January, 1910. [1103]

SIEN TING,
SURGEON DENTIST,
No. 10, D'AGUILAR STREET.

TERMS VERY MODERATE
Consultation Free.
Hongkong, 21st September, 1905. [1171]

TO LET

TO LET

"HIGHLANDS," KIMBERLEY ROAD, Kowloon. 6-Roomed House with Tennis Court. Possession about 15th December.

NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate Possession. Cheap Rents.

KOWLOON MARINE LOT 46, Yau Ma Tei. Area 85,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

APPLY TO HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.

Hongkong, 31st October, 1911. [1222]

TO LET

GODOWN, No. 5A, DUDDELL STREET

APPLY TO THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st October, 1911. [114]

TO BE LET

ON or about 1st March, 1912.

SHOPS and OFFICES, in Alexandra Buildings, adjoining the Hongkong Dispensary, at present occupied by Messrs. Wm. Powell, Ltd.

A. S. WATSON & CO., LTD., Alexandra Buildings, Hongkong, 29th August, 1911. [1077]

TO LET

"REGGAN," 39, THE PEAK, GODOWNS, 151 to 155, PEAK EAST.

APPLY TO THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st October, 1911. [113]

TO LET

OFFICES on 1st and 2nd Floors now in course of erection at No. 6, DES VIEUX ROAD to be let.

APPLY TO DAVID SASSOON & CO., LTD.

Hongkong, 19th September, 1911. [1163]

TO LET

NO. 34, QUEEN'S ROAD CENTRAL (SHOP), opposite the Old Post Office, No. 2A, D'AGUILAR STREET, suitable for Godown, etc.

—Lately occupied by Vienna Cafe & Co. For Particulars, etc., apply to CHANG FAT,

Care of YEE SANG FAT.

Same address.

YEE SANG FAT & CO.

Hongkong, 5th October, 1911. [1243]

TO LET

OFFICES on Ground and First Floor in Chater Road. Very central position.

3 ROOMS in Queen's Road Central, suitable for Office.

"BANGOUR," No. 72, PEAK. 5 Roomed Bungalow with Tennis Court. From 15th Dec. Rent \$125.00 and taxes.

"MERION," No. 9, The Peak, 6 ROOMS

use of Tennis Court.

HAETING and RODGATE, near The King's Park, Kowloon.

No. 7, DUDDELL STREET, 1 Godown.

"KELLETT CREST," No. 66, PEAK.

No. 9, BEACONSFIELD ARCADE (Shop).

BEACONSFIELD.

No. 57, PEAK GRANDE, Macao.

FOR SALE—TOP FLOOR at Peak com-

STOCKTAKING SALE

RUBBER SHARES.

SINGAPORE QUOTATIONS.

Singapore, October 20, 1911.

MESSRS. LYALL AND EVATT'S LIST.]

Nom. Value. Buyers. Sellers

| | | |
|------------------------------|---------------|-----------|
| 2 Aligarh | 341 348 | |
| 2 Options | 103 149 | |
| 2 Anglo-Java | 349 448 | |
| 2 Anglo-Johore | 643 756 | |
| 2 Anglo-Malay | 571 169 | |
| 2 Anglo-Sumatra | 574 676 | |
| 1 Ayer Kuning | 176 218 | |
| 1 Batang | 404 468 | |
| 2 Batang Malaka | 140 2 | |
| 2 Batu Caves | 207 230 | |
| 1 Batu Tiga | 17 206 | |
| 1 Bantur Borneo | 404 426 | |
| 1 Bukt Kujang | 72 80 | |
| 1 Bukt Lintang | 2 3 | |
| 2 Bukt Merajam | 215 225 | |
| 2 Bukt Rajah | 183 183 | |
| 2 Bukt Selangor | 183 183 | |
| 2 Carey United 5s. pd. | 18 9.9 pm. | |
| 1 Castelford | 105 115 | |
| 2 Chersonese | 3 2 3 | |
| 2 Chimpas | 18 1.2 | |
| 2 Cisoly Ord. | 289 329 | |
| 2m. Consol. Prof. | 28 329 | |
| 2m. Consolidated Malay | 14.6 15.9 | |
| 2m. Daunara | 92 101 | |
| 1 Denistown | 22 24 | |
| 2 Edinburgh | 8 9.3 | |
| 2m. Educated Selangor | 175 205 | |
| 2m. Galang Bear | 3 4.3 | |
| 2m. Goldenda | 76 87.6 | |
| 2m. Golden Hope | 6 7.3 | |
| 1 Hajop | 166 182 | |
| 1 Harpenden | 4 4.4 4.10 | |
| 2m. Hawdon | 73 78 | |
| 1m. Highlands & Lowlands | 137 160 | |
| 2m. Jasim | 18 1.2 | |
| 2m. Johor R. Lands | 10s. pd. 6s | 10.6 pm. |
| 1 Juvi | 119 148 | |
| 2m. Kaming Kwantang | 9 6 11.5 | |
| 2m. Kunning 1s. pd. | 249 334 | pm. |
| 2m. Kuning | 5 6.8 | |
| 2m. Kuning 1s. pd. | 125 138 | 9.4 |
| 2m. Kuning Para | 10 10 | |
| 1 Keppitigalle | 8 5 | |
| 2m. Kepung | 110 122 | |
| 2m. Kota Tinggi | 1 10 2 2 | |
| 2m. Kuala Lumpur | 105 115 | |
| 2m. Labu (F.M.S.) | 9 10 | |
| 2m. Lamadron | 60 64.4 | |
| 1 Ledbury f.p.d. | 55 60 | |
| 1 Leng 15s. pd. | 218 274 | pm. |
| 2m. Linggi Ord. | 34 36 | |
| 2m. London Asiatic | 9 6 10.4 | |
| 2m. Lumut 16s. pd. | 8 12.6 | pm. |
| 2m. Malacca 7 1/2% Prof. | 137.6 152.6 | |
| 1m. Ord. | 141 154 | |
| 2m. Merlimau | 3 6 3.9 | |
| 2m. Options | 124 140 | |
| 2m. Mount Austin | 27.6 31.3 | div. |
| 1m. N.J. Mimock 16s. pd. | 578 653 | pm. |
| 2m. Padang Java | 2 3 246 | |
| 2m. Pataling | 3 6 40.9 | |
| 2m. Palapak | 3 6 41.1 | |
| 2m. Park | 6 8 2 78 | |
| 1m. Parnas | 16 18.9 | |
| 2m. Port Dickson 16s. pd. | 4 2 4.2 | pm. |
| 1m. Rembi Prof. | 21 3 25 | |
| 1m. R. Est. of Johore | 15s. pd. 3 18 | 40.8 |
| 2m. R. Est. of Krian | 24 7 24.9 | |
| 2m. R. Invest Trust 10s. pd. | 64 12 78 | pm. |
| 1m. Sagga | 180 20 8 | |
| 1m. Sapung | 22 25 | |
| 1m. Seaford | 85 95.4 | div. |
| 2m. Selangor | 37 9 41 | |
| 1m. Sondayan | 28 3 10 | |
| 2m. Soneman | 58 69 65 | |
| 1m. Stamford | 45 50 | |
| 1m. Sialang | 38.9 42.6 | |
| 2m. Singapore Para | 3 3 3.9 | |
| 2m. Straits S. Bortam | 5 3 56.7 | |
| 2m. Straits Rubber | 38.9 95.4 | div. |
| 2m. Sumatra Para | 6 3 9.3 | |
| 2m. Sungai Choh | 61 3 70 | |
| 2m. Sungi Kapar | 9 4 10.5 | div. |
| 2m. Sungi Krian Prof. | 268 23.9 | |
| 1m. Sungi Salak | 62 6 73.9 | |
| 1m. Sungi Way | 9 26 103.9 | 1s. pd. |
| 1m. Tanjung Mulin 12s. pd. | 74 10.1 | pm. |
| 1m. Tawau | 168 20.6 | |
| 1m. Telau | 52 6 56.9 | |
| 2m. Tremby | 91 3 98.9 | |
| 1m. United Srdang | 90 8 106 | |
| 2m. United Sun Belong | 21 22.6 | 7s. |
| 2m. United Sunatru | 6 3 | |
| 2m. United Ternihsing | 1 10 24 | 12s. div. |
| 2m. Vallenbro | 25 7 27.3 | |
| 2m. Yam. Sang | 7 5 8.6 | |
| 2m. Alor Gajah | 81 35 1.40 | |
| 10m. Ajer Hitam | 34.00 36.00 | |
| 1m. Ajer Kuning | 0.60 0.70 | |
| 1m. Ajer Molek | 1.72 1.77 | |
| 5m. Ajer Panas | 4.75 4.90 | |
| 1m. Ajer Tawau | 7.5 7.75 | |
| 1m. Bukt Tinch | 9.70 10.2 | |
| 1m. Bukt K. B. | 0.72 0.77 | |
| 10m. Changkat Serdang | 4.90 5.05 | |
| 10m. Cheras | 2.50 3.00 | pm. |
| 2m. Duff | 5.00 .52.5 | |
| 1m. Gleco | 1.50 1.55 | |
| 5m. Haytor | 6.00 7.25 | |
| 10m. Horneff | 1.00 1.03 | div. |
| 10m. Indrigiri | 6.25 7.0 | |
| 1m. Jumah | 0.30 0.35 | |
| 5m. Kalemak | 1.90 1.95 | |
| 5m. Kempas | 1.85 2.05 | |
| 5m. Lemas | 1.00 1.25 | |
| 1m. Malaka Pinda | 0.52 1.0 | |
| 2m. Malakoff | 1.85 1.95 | |
| 5m. Martin | 24.25 25.2 | div. |
| 5m. May | 0.50 0.52 | |
| 2m. New Serendab | 3.00 3.25 | 7.5 |
| 5m. New Singapore | 5.05 5.15 | |
| 1m. Nyak | 0.30 0.32 | |
| 5m. Paim | 9.50 9.75 | |
| 1m. Pantai | 0.90 1.00 | |
| 10m. Pogoh | 27.00 27.5 | div. |
| 10m. Pulu Balung | 82.50 1.0 | 1.0 1.25 |
| 1m. Pingkor | 0.40 0.55 | |
| 5m. Rodell | 8.50 9.50 | div. |
| 2m. Sandycroft | 16.50 17.00 | x div. |
| 2m. Singapore & Johor | 9.25 9.50 | |
| 2m. Singap. Bagan | 0.70 0.75 | |
| 10m. St. Helens | 0.50 0.52 | |
| 1m. Tamjuk | 15.00 | |
| 5m. Teluk Anson | 3.85 4.00 | |
| 2m. Teluk Farar | 0.65 0.75 | |
| 1m. Ulu Pandan | 0.50 0.52 | |
| 1m. United Malacca | 0.52 0.60 | |
| 1m. United Singapore | 1.05 1.10 | |
| 1m. Ra. Jeongbong | 817.50 12.50 | |

WITH DOG AND GUN IN THE NEW TERRITORY.

BEING the Series of Articles recently contributed to the "HONGKONG DAILY PRESS" by "Sportsman," reproduced in book form.

PRICE ONE DOLLAR.

Hongkong, 29th October, 1911.



NAPIER JOHNSTONES'

"SQUARE BOTTLE"

WHISKY.

UNVARIED FOR OVER

150 YEARS.

THE SAME TO-DAY AS IN

1745.

BEWARE OF IMITATIONS.

SOLE AGENTS IN HONGKONG: LANE, CRAWFORD & CO., and from AIGL WINE MERCHANTS.

[56]

SHANGHAI SHARE QUOTATIONS

ON 23RD OCTOBER, 1911.

[J. P. BISSET & CO.'S LIST.]

| COMPANY. | PAID UP | QUOTATION |
|-------------------------------------|------------------|-------------------|
| Banks— | | |
| Hongkong & Shanghai | \$125 | \$900, sellers |
| Insurance— | | |
| Union Society C'tv. | \$100 | \$80, sales |
| North-China | 25 | T's. 100, sales |
| Yangtze Amoen | \$60 | \$225, sellers |
| Canton | \$60 | \$220, sellers |
| Hongkong Fire | \$50 | \$190, sellers |
| China Fire | \$20 | \$127, buyers |
| Shipping— | | |
| Indo-China (prof. def.) | 25 | T's. 45, sellers |
| Shell & Trading (prof. & Trading) | 21 | 420.00, nom. |
| Shai Tug & pref. | T50 | T's. 16, sellers |
| Kremlin Transportation & Tow-Boat | T50 | T's. 45, sellers |
| Docks & Wharves— | | |
| Shai Dock & Eng. | T100 | T's. 50, buyers |
| H. & W. Dock | \$50 | T's. 51, sellers |
| S. & H. K'woh Wharf | T100 | T's. 56, buyers |
| H. K'woh W. & G. | \$50 | T's. 50 |
| Yangtze | T100 | T's. 130 |
| Mining— | | |
| Raub Australian Chinese Eng. & Min. | 21 | T's. 14, sellers |
| Lands— | | |
| Shai Trans. & Investment | T50 | T's. 103, sellers |
| H'kong Investment Humphreys' Estate | \$100 | T's. 100, sellers |
| Waihauwei | T10 | T's. 73 |
| T20 | T's. 44 | |
| T50 | T's. 50, nom. | |
| T100 | T's. 95, sellers | |
| Plantations— | | |
| Alum Estates, Ltd. | 21 | T's. 74 |
| Ayer Tawau Rubber Plant Co., Ltd. | T7 | T's. 101, sellers |
| Chumpedah | 21 | T's. 12 |
| Dominion Rubbers | T10 | T's. 25, buyers |
| K' Java Plantation, Ltd. | T1 | T's. 51, sellers |
| Senawang I'ban | T5 | T's. 24, sellers |
| Tobacco | T20 | T's. 110, sellers |
| T. R. & T. Estate Co. | 21 | T's. 11 |
| Cottons, etc.— | | |
| Ewo | T50 | T's. 95 |
| International's | T75 | T's. 51 |
| Laot Kung Mow | T100 | T's. 71 |
| Soy Chees | T50 | T's. 50 |
| Shanghai Cotton | T50 | T's. 59 |
| Industrial— | | |
| A. Butler Cement | T50 | T's. 23, buyers |
| Title Works | T50 | \$721, sales |
| Anglo-Ger. Brewery | \$100 | T's. 20 |
| China Flour Mill | T50 | |
| China Inv. & Ex. | T100 | T's. 76, sales |
| C. Sugar Refining | \$100 | \$138, buyers |
| Green's Cement | \$10 | \$4.10, sales |
| Macchampi, etc. | T50 | T's. 77, sales |
| in Lengkakat | T60 | T's. 26, buyers |
| Mal. Brothers | 1.00 | |
| Schoff's Oil & Bone | T50 | T's. 24, buyers |
| Milk Co. | T50 | T's. 24, buyers |
| Sh | | |

SHIPPING

ARRIVALS

CARL DIEDERICHSEN, German str., 774, C. Jurgensen, 30th October—Haiphong and Hoihow 29th Oct., General—Jobson & Co., CHINAN, British str., 1,350, W. Lloyd Jones, 30th Oct.—Shanghai 25th Oct., General—Butterfield & Swire, CHOSVAN, British str., 1,424, M. Courtney, 30th Oct.—Karakut 24th October, Cal—Jardine, Matheson & Co., FRI, Norwegian str., 865, C. Wagle, 30th Oct.—Nanchang 23rd October, General—Angard, Thoresen & Co., GLENSTRAE, British str., 3,064, J. McGuillivray, 30th Oct.—London and Singapore 24th Oct., General—Shewan, Tomen & Co., JAPAN, British str., 3,806, A. Stewart, 30th Oct.—Singapore 24th Oct., General and Opium—David Sassoon & Co., LANDSTAD SCHEIFF, German str., 1,015, A. Strafe, 29th Oct.—Bangkok 21st, Hoihow 28th October, Rice and Wood—Kin Tye Lung, LYEMOON, German str., 1,238, V. Pilgrim, 30th Oct.—Saigon 26th Oct., General—Order, PETCHABURI, German str., 1,313, Gowrich, 30th October—Liverpool and Hoihow 29th Oct., General—Butterfield & Swire, SEXTA, German str., 92, N. Jonson, 29th Oct.—Bangkok and Swatow 28th Oct., General—Kin Tye Lung, SIBERIA, American str., 5,655, A. Zedler, 30th Oct.—San Francisco 4th Oct., Mail and General—P. M. S. Co., SIKOKU MARU, Japanese str., 2,466, P. Yoshikura, 30th Oct.—Mukko, Coal—Order, SNOWDONIAN, British str., 2,420, Wm. Griffiths, 30th Oct.—Barry Dock 15th October, Coal—Admiralty, TAIHODAS, Dutch str., 2,963, Romana 30th Oct.—Amoy 28th October, Coal and General—Java-China-Japan Line.

CLEARANCES
AT THE HARBOUR MASTER'S OFFICE
30th October

ALICE, British str., for Singapore, Eri, Norwegian str., for Canton, Glenstrae, British str., for Shanghai, Huiyan, British str., for Swatow, Snowdonian, British str., for Weihaiwei, Wakasa Maru, Japanese str., for Singapore.

DEPARTURES
30th October

CHINAN, British str., for Canton, KAIFUKU MARU, Japanese str., for Meiji, KWANGLEE, Chinese str., for Canton, KOSICHANG, German str., for Canton, YU SHUN, Chinese str., for Canton.

VESSELS EXPECTED

THE AMERICAN MAIL

The P. M. S. Co. str. *China* was dispatched from San Francisco on the 11th instant for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on the 7th prox.

The P. M. S. Co. str. *Monchuria* was dispatched from San Francisco on the 17th inst. for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on the 17th prox.

The T. K. K. str. *Chiyo Maru*, sailed from San Francisco on the 25th instant, en route to Hongkong via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at this port on or about the 21st prox.

THE AUSTRALIAN MAIL
The I.G.M. str. *Colden*, left Sydney on the 21st instant, at 11 a.m., and may be expected here on or about the 13th prox.

THE CANADIAN MAIL
The C.P.R. Co.'s str. *Empress of Japan* left Vancouver, B.C., for Hongkong (via usual ports of call) on the 25th instant p.m.

THE GERMAN MAIL
The I.G.M. str. *Prinz Alice*, carrying the German Mails with dates from Berlin of the 4th Inst., left Singapore on the 29th inst., at 9 a.m., and may be expected here on or about the 2nd prox., at 2 p.m.

THE INDIAN MAIL
The Appear str. *Lightning* from Calcutta left Singapore on the 27th inst. afternoon, and may be expected here to-morrow.

The Indo-China str. *Nanlung* left Calcutta for the Straits and Hongkong on the 23rd inst., and is due here on or about the 8th prox.

GERMAN STEAMERS
The N.Y.K. str. *Kirin Maru* (Calcutta Line) left Moji for this port on the 26th inst., and is expected here to-day.

The I.G.M. str. *Prinz Eitel Friedrich* left Shanghai on the 28th inst., at noon, and may be expected here to-day at daylight.

The P. & O. S. N. Co.'s str. *Saintra* is due here at 7 a.m. to-morrow.

The Mogul Line str. *Lohian* left the United Kingdom on the 24th ult. for Hongkong via the Straits.

The O.S.K. str. *Panama Maru* from Tacoma left Yokohama for this port via Shanghai on the 20th inst., and is due here on or about the 2nd prox.

The I.G.M. str. *Prinz Waldeimar* left Kuchinoerabu on the 29th inst., at 5 p.m., and may be expected here on or about the 2nd prox., at noon.

The Olof Wijk & Co. str. *Peking* left Sabang on the 27th instant, and is expected here on or about the 7th prox.

The N.Y.K. str. *Ceylon Maru* (Bombay Line) left Bombay for this port on the 20th inst., and is expected here on the 7th prox.

The A. A. S. S. Co.'s str. *Indrapuri* left Sabang for Singapore on the 25th inst., and is due here on or about the 8th prox.

The T.K.K. str. *Hokkaido Maru* sailed from Manzanilla on the 9th instant for Hongkong, and is expected to arrive at this port on or about the 27th prox.

STEAMERS PASSED THE CANAL

October 7th—Achilles, Indrapuri, Calcutta, Suez, Suez, 10th—Bentley, Indrapuri, Lothian, Ningpo, Peking, Sifonia, Indrapuri, 15th—Miyakoshi Maru, Sutor, Toulon, 17th—Noyau, Myrmidon, Pine, Suez. Delayed through mutiny, Katua, Sardinia, Alvia, 20th—Monmouthshire, Yangtsze, Kuan, 24th—Benedict, Denibach, Preussen, 27th—Armand, Belice, Benvevich, Ganges, Kamo Maru, Kilao Maru, Lucte, Roon, Teucer.

ARRIVALS AT HOME

October 27th—Buelow, Caledonien, Cambridgeshire, Nippon.

ON SALE

BOUND VOLUMES OF THE HONGKONG WEEKLY PRESS, January to June, 1911. With Index. Price \$7.50. On sale at the HONGKONG DAILY PRESS Office.

Hongkong 2nd August, 1911

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS

1. From Green Island to the Harbour Master's 2. From Harbour Master's to Blake Pier 3. From Blake Pier to Naval Yard 4. From Naval Yard to East Point

| DESTINATION | VESSEL'S NAMES | FLAG & RIG | DEPTH | CAPTAIN | FOR FREIGHT APPLY TO | TO BE DESPATCHED |
|---|-------------------|------------|-------|----------------------------|-------------------------------|---|
| LONDON & ANTWERP VIA SINGAPORE, &c. | FLINTSHIRE | Brit. str. | — | W. R. Le Mare, B.N.E. | P. & O. S. N. Co. ... | On 2nd Nov., at 10 A.M. |
| LONDON & ANTWERP, &c. | ACADEMIA | Brit. str. | — | G. C. Candy, ... | JARDINE, MATHESON & CO., LTD. | About 11th Nov. |
| LONDON, &c. VIA USUAL PORTS OF CALL | SACHSEN | Ger. str. | k. w. | S. Barcham, ... | P. & O. S. N. Co. ... | About 11th Nov. |
| ROTTERDAM, HAMBURG & ANTWERP, &c. | ARCADIA | Ger. str. | k. w. | Wagner, ... | HAMBURG-AMERIKA LINIE | On 12th Nov. |
| ROTTERDAM, HAMBURG & ANTWERP, &c. | SIMONIA | Ger. str. | k. w. | Lanning, ... | HAMBURG-AMERIKA LINIE | On 16th Nov. |
| HAVRE & HAMBURG VIA STRAITS, &c. | BAYERN | Ger. str. | k. w. | Kottke, ... | HAMBURG-AMERIKA LINIE | On 6th Dec. |
| FREIBERG | FREIBERG | Ger. str. | k. w. | Brehmer, ... | HAMBURG-AMERIKA LINIE | On 8th Nov. |
| HAVRE, BREMEN & HAMBURG, &c. | SLAVONIA | Ger. str. | k. w. | Sandtett, ... | HAMBURG-AMERIKA LINIE | On 7th Dec. |
| MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c. | KAGA MARU | Jap. str. | — | M. Hagiwo, ... | HAMBURG-AMERIKA LINIE | On 21st Nov. |
| TAJESTE, &c. VIA SINGAPORE, &c. | ATSUMA MARU | Jap. str. | — | Wm. Thompson, ... | HAMBURG-AMERIKA LINIE | Silk and Valuables, all Cargo for France. |
| ACADEMIA | TAJOMA MARU | Jap. str. | — | ... | ... | Tea and Cargo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed in by Bombay (London on the 23rd December, 1911). |
| AWA MARU | AWA MARU | Jap. str. | — | ... | ... | Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required. |
| PANAMA MARU | PANAMA MARU | Jap. str. | — | ... | ... | For further particulars, apply to E. A. HEWETT, Superintendent. |
| CHINA | CHINA | Ger. str. | — | E. F. FREDRICH | ... | Hongkong, 30th October, 1911. |
| ERROL | ERROL | Brit. str. | — | S. Robinson, ... | CANADIAN PACIFIC L. CO., LTD. | 1296 |
| EMPERESS OF INDIA | EMPERESS OF INDIA | Brit. str. | — | J. R. Shaw, ... | THE BANK LINE, LIMITED | REGULAR STEAMSHIP SERVICE. |
| STRATFORD | STRATFORD | Brit. str. | — | W. Davison, ... | CANADIAN PACIFIC R. CO. | (WITH LIBERTY TO CALL AT MALABAR COAST). |
| MONTEALE | MONTEALE | Brit. str. | — | H. S. Smith, ... | TOYO KAIWA MARU | PROPOSED SAILINGS FROM HONGKONG. |
| SHINYO MARU | SHINYO MARU | Jap. str. | — | E. Beetham, ... | ... | For BOSTON AND NEW YORK. |
| SIBERIA | SIBERIA | Am. str. | — | H. Bremer, ... | ... | For FREIGHT OR PASSAGE, apply to RODWELL & CO., LTD. |
| PRINZ WALDEMAR | PRINZ WALDEMAR | Brit. str. | — | T. Sekine, ... | ... | Agents. |
| ST. ALBANS | ST. ALBANS | Jap. str. | — | T. M. Munro, ... | ... | Hongkong, 16th October, 1911. |
| YAHATA MARU | YAHATA MARU | Jap. str. | — | L. Kluckst, ... | ... | 1297 |
| HONGKONG MARU | HONGKONG MARU | Jap. str. | — | M. Yagi, ... | ... | ... |
| MIYASAKI MARU | MIYASAKI MARU | Jap. str. | — | H. Koops, ... | ... | ... |
| NIKKO MARU | NIKKO MARU | Jap. str. | — | H. Hooker, ... | ... | ... |
| TIKINI | TIKINI | Dut. str. | — | V. McClymont, ... | ... | ... |
| HUICHOW | HUICHOW | Brit. str. | — | M. Courtney, ... | ... | ... |
| CHONGMING | CHONGMING | Brit. str. | — | Wm. Lloyd Jones, ... | ... | ... |
| CHIANG | CHIANG | Brit. str. | — | P. Grosch, ... | ... | ... |
| CHIANG | CHIANG | Brit. str. | — | C. R. Longden, B.N.E. | ... | ... |
| CHIANG | CHIANG | Brit. str. | — | P. C. Williams, ... | ... | ... |
| SHIANG | SHIANG | Brit. str. | — | Spencer Wilde, ... | ... | ... |
| CEYLON MARU | CEYLON MARU | Jap. str. | — | T. Tozawa, ... | ... | ... |
| DELTA | DELTA | Brit. str. | — | E. P. Martin, B.N.E. | ... | ... |
| NAMSAW | NAMSAW | Brit. str. | — | G. M. B. Lake, ... | JARDINE, MATHESON & CO., LTD. | AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY. |
| PEKING | PEKING | Swed. str. | — | Olof Wijk, & CO., LTD. | ... | STEAM FOR FIUME AND TRIESTE (DIRECT). |
| CEYLON | CEYLON | Swed. str. | — | Olof Wijk, & CO., LTD. | ... | Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ AND PORT SAID. |
| TUATJAP | TUATJAP | Dut. str. | — | Rooij, ... | ... | Taking Care at through rates to the BRAZIL, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS. |
| SOUH MARU | SOUH MARU | Brit. str. | 2 h. | J. S. Roach, ... | ... | THE Company's Steamship. |
| HAITAN | HAITAN | Brit. str. | 2 h. | W. C. Passmore, ... | ... | Captain Pavissich, will be despatched as above on MONDAY, 27th Nov., 2 P.M. |
| HAICHING | HAICHING | Brit. str. | 2 h. | J. W. Evans, ... | ... | This Steamer has capital accommodation for passengers, electric light and carries a doctor. |
| HAIBER | HAIBER | Am. str. | 1 m. | S. Grossy, ... | ... | For information as to Passage and Freight, apply to " SANDER, WIELER & CO., LTD. Agents. |
| TAMING | TAMING | Brit. str. | 1 m. | Fennelstet, ... | ... | Princes Building. |
| LOONGSAM | LOONGSAM | Brit. str. | 1 m. | A. W. Outerbridge, ... | ... | Hongkong, 26th October, 1911. |
| MANILA | MANILA | Brit. str. | — | M. C. Smith, ... | ... | 1298 |
| CEBU & ILOILO | CEBU & ILOILO | Brit. str. | — | P. H. Rolfe, ... | ... | ... |
| MANILA | MANILA | Am. str. | — | J. P. Scholte, ... | ... | ... |
| ILOILO & CEBU | ILOILO & CEBU | Am. str. | — | N. Nielsen, ... | ... | ... |
| TEAN | TEAN | Am. str. | — | G. F. Hudson, ... | ... | ... |
| YUENSANG | YUENSANG | Am. str. | — | T. A. Mitchell, ... | ... | ... |
| TIWAIH | TIWAIH | Dut. str. | — | C. J. Mattock, ... | ... | ... |
| WAKASA MARU | WAKASA MARU | Brit. str. | — | E. de Catalano, ... | ... | ... |
| AKARATO APACAR | AKARATO APACAR | Brit. str. | — | ... | ... | ... |
| FOOKSANG | FOOKSANG | Brit. str. | — | ... | ... | ... |
| CHUNHSU | CHUNHSU | Brit. str. | — | ... | ... | ... |
| SI-KIANG | SI-KIANG | Fren. str. | — | ... | ... | ... |
| | | | | MESSAGERIES MARITIMES, ... | ... | ... |

CANADIAN PACIFIC RAILWAY CO.'

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

| FOR | STEAMERS | TO SAIL | REMARKS |
|-------------------------------|-----------|---------------------|---------------------------|
| LONDON and ANTWERP | | | |
| VIA SINGAPORE, PE. SUMATRA | 10 A.M. | Freight and Passage | |
| NANG, COLOMBO, PORT | 2nd Nov. | | |
| Capt. W. R. Le Mare, E.N.R. | | | |
| SAID and MARSEILLES | | | |
| SHANGHAI, MOJI, KOBE, PALAWAN | About | Freight and Passage | |
| Capt. C. R. Longdon, E.N.R. | 3rd Nov. | | |
| SHANGHAI | About | Freight and Passage | |
| Capt. E. P. Martin, E.N.R. | 9th Nov. | | |
| LONDON via USUAL PORTS | ARCADIA | About | Sea-Special Advertisement |
| Capt. S. Barcham | 11th Nov. | | |

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 30th October, 1911.

TOYO KISEN KAISHA
IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

| STEAMER | TONS | CAPTAIN | DATE OF SAILING |
|-------------|--------|---------------|-----------------------------|
| SHINYO MARU | 21,000 | H. S. Smith | FRIDAY, 3rd Nov., at Noon. |
| CHIYO MARU | 21,000 | W. W. Green | FRIDAY, 1st Dec., at Noon. |
| NIPPON MARU | 11,000 | A. G. Stevens | FRIDAY, 22nd Dec., at Noon. |
| TENYO MARU | 21,000 | E. Bent | FRIDAY, 29th Dec., at Noon. |

+ Triple Screws, turbine engines. * Twin Screws.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office.

THE new Triple Screw Steamer "SHINYO MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 3rd November, at Noon.

INTERMEDIATE SERVICE.

THE Twin Screw S.S. "NIPPON MARU," 11,000 tons, Captain A. G. Stevens, will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, the 22nd December, at Noon.

SOUTH AMERICAN LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.) The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

| STEAMER | TONS | CAPTAIN | DATE OF SAILING |
|---------------|--------|---------|------------------------------------|
| HONGKONG MARU | 11,000 | | WEDNESDAY, 13th December, at Noon. |
| KIYO MARU | 12,500 | | TUESDAY, 18th Dec., at Noon 1912. |
| BUYO MARU | 10,500 | | TUESDAY, 9th April, at Noon. |

THE Steamer "HONGKONG MARU" will be despatched hence for MEXICAN, PERUVIAN and CHILEAN PORTS via MOJI, KOBE, YOKOHAMA and HONOLULU, on WEDNESDAY, 13th December, at Noon.

FARES FROM HONGKONG:

| | |
|--------------|----------|
| To LONDON | £71-10-0 |
| " VALPARAISO | £57-0-0 |

Fares by INTERMEDIATE STEAMER.

| | |
|-----------------------|----------|
| To HONOLULU | £20-0-0 |
| " SAN FRANCISCO | £25-0-0 |
| " CHICAGO | £35-10-0 |
| " NEW YORK | £40-0-0 |
| " LONDON via NEW YORK | £45-0-0 |

Single and Round Trip to all points are interchangeable and good for return by Intermediate Steamers of the Pacific Mail S.S. Co.

SPECIAL RATES (First Class only) are granted to principal points in the United States, Canada and Europe, on terms which may be obtained from the undersigned.

These magnificent steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation.

"TENYO MARU," "CHIYO MARU" and "SHINYO MARU" are fitted with Turbine Engines and Triple Screws. Record Speed 24½ knots.

Through Bills of Lading issued to North, Central and South American Ports.

For Further Particulars as to Passage and Freight, apply to

K. MATSDA, AGENT,
King's Building (Opposite Blake Pier).

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CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

| FOR | STEAMERS | TO SAIL |
|-------------------------|------------------------------|----------------------|
| MANILA, CEBU and ILOILO | "TAMING" | On 31st Oct., 4 P.M. |
| SHANGHAI | "CHENAN" | On 2nd Nov., 4 P.M. |
| WEIHAIWEI and TIENTSIN | "LINAN" | On 4th Nov., M'night |
| MANILA, ILOILO and CEBU | "HUICHOW" | On 5th Nov., D'light |
| | "TEAN" | On 7th Nov., 4 P.M. |
| | "S. LINTAN" and S.S. "SANUL" | |

AUSTRALIAN STEAMERS have superior accommodation with Electric Light, throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

NB—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.

REDUCED FARES:—SINGLE \$45....RETURN \$75.

For Freight or Passage apply to BUTTERFIELD & SWIRE, AGENTS. Hongkong, 30th October, 1911.

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DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHOW AND RETURN.

(Omitting 9 to 10 Days).

| STEAMERS | CAPTAIN | LEAVING |
|-------------|----------------------|--------------------------------|
| HAITAN | Capt. J. S. Rose | TUESDAY, 31st Oct., at 11 A.M. |
| " FAICHING" | Capt. W. C. Passmore | FRIDAY, 3rd Nov., at 11 A.M. |
| " HAIYANG" | Capt. J. W. Evans | TUESDAY, 7th Nov., at 11 A.M. |

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to

DOUGLAS, LA PRAIK & CO., GENERAL MANAGERS.

Hongkong, 28th October, 1911.

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HAMBURG-AMERIKA LINIE IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

HOMEWARD.

OUTWARD.

FOR HAVRE & HAMBURG: S.S. "BAYERN" 8th Nov.

FOR ROTTERDAM, HAMBURG & ANTWERP: S.S. "SACSEN" 12th Nov.

FOR ROTTERDAM, HAMBURG & ANTWERP: S.S. "ARCADIA" 16th Nov.

FOR HAVRE & HAMBURG: S.S. "FREIENFELS" 21st Nov.

FOR ROTTERDAM, HAMBURG & ANTWERP: S.S. "SITHONIA" 6th Dec.

S.S. "SILESIA" 27th Dec.

S.S. "AMBRIA" 10th Jan.

S.S. "GOLDENFELS" 24th Jan.

FOR HAVRE, BREMEN & HAMBURG: S.S. "SLAVONIA" 7th Dec.

For Further Particulars, apply to

HAMBURG-AMERIKA LINIE, Hongkong Office.

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INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR STEAMERS TO SAIL

SHANGHAI "CHOYSANG" Thursday, 2nd Nov., Noon.

BRUNEI BAY "CHUNGSANG" Thursday, 2nd Nov., Noon.

TIENTSIN "CHEONGSHING" Friday, 3rd Nov., Noon.

MANILA "LOONGSANG" Saturday, 4th Nov., 2 P.M.

SHANGHAI, KOBE & MOJI "HANGSANG" Sunday, 5th Nov., D'light

NAMSANG Friday, 10th Nov., Noon.

YUNNANSHG Saturday, 11th Nov., 2 P.M.

BOOKSANG Monday, 13th Nov., Noon.

"OCCUPYING 24 DAYS."

The Steamers "KUTSANG," "NAMSANG" and "FOOKANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yantze Ports, Tsingtao, Weihaiwei, Chefoo, Fientai and Newchwang.

Taking Cargo on through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawau, Usukan, Jesselton and Labuan.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., GENERAL MANAGERS, Hongkong, 31st October, 1911.

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GENERAL MANAGERS, Hongkong, 31st October, 1911.

EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

TONKIN

in 53 hours.

S.S. "SI-KIANG" Capt. E. de Catalano.

(1ST AND 2ND CLASSES) will leave Hongkong for

KWANG CHOW WANG AND HAIPHONG,

on WEDNESDAY, the 8th Nov., 1911, at 8 A.M.

TEPLITZ WATER

NOW IN STOCK

\$18 PER CASE OF 100 PINTS.

FREE DELIVERY TO ANY HOUSE IN HONGKONG AND KOWLOON.

Sole Representative for Hongkong and China:

HUGO C. A. FROMM,

HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.

Hongkong, 27th October, 1911.

COMMERCIAL.

EXCHANGE
CLOSING QUOTATIONS.

October 30th

| | | |
|-------------------------------|-----------------------------------|----------|
| ON LONDON: | Telegraphic Transfer | 1/10 |
| | Bank Bills, on demand | 1/10 |
| | Bank Bills, at 30 days' sight | 1/10 |
| | Bank Bills, at 4 months' sight | 1/10 |
| | Credits, at 4 months' sight | 1/10 |
| | Documentary Bills 4 months' sight | 1/10 |
| ON PARIS: | | |
| | Bank Bills, on demand | 231 |
| | Credits, at 4 months' sight | 232 |
| ON GERMANY: | On demand | 188 |
| ON NEW YORK: | Bank Bills, on demand | 44 |
| | Credits, at 60 days' sight | 45 |
| ON BOMBAY: | Telegraphic Transfer | 137 |
| | Bank, on demand | 137 |
| ON CALCUTTA: | Telegraphic Transfer | 137 |
| | Bank, on demand | 137 |
| ON SHANGHAI: | Bank, at sight | 75 |
| | Private, 30 days' sight | 76 |
| ON YOKOHAMA: | On demand | 89 |
| ON MANILA: | On demand | 89 |
| ON SINGAPORE: | On demand | 78 |
| ON BATAVIA: | On demand | 110 |
| ON HAIPHONG: | On demand | 1 1/2 pm |
| ON SAIGON: | On demand | 2 1/2 pm |
| ON BANGKOK: | On demand | 63 |
| SOVEREIGN, Bank's Buying Rate | \$10.80 | |
| GOLD LEAF, 100 fine, per tael | \$56.60 | |
| GOLD SILVER, per oz. | 25.14 | |

SUBSIDIARY COINS.

| | per cent. |
|-----------------------------|----------------|
| Chinese ... 20 cents pieces | 16.00 discount |
| Chinese ... 10 " | 56.42 " |
| Hongkong ... 20 " | 55.48 " |
| Hongkong ... 10 " | 55.98 " |

SHARE LIST.—QUOTATIONS. HONGKONG, OCTOBER 30th, 1911.

| STOCKS | NO. OF SHARES | VALUE | PAID UP. | CLOSING QUOTATIONS CASE. |
|--|---------------|----------|-------------|-------------------------------------|
| BANKS.— | | | | |
| Hongkong & Shanghai Bank Corporation | 120,000 | \$125 | all | \$887 1/2, sellers |
| China Borneo Company, Limited | 60,000 | \$12 | all | \$104, sellers |
| China Light and Power Company, Limited | 50,000 | \$5 | all | \$17.0, sellers |
| China Provident, Loan & Mortgage Co., Ltd. | 200,000 | \$10 | all | \$84, buyers |
| COTTON MILLS.— | | | | |
| Ewo Cotton Spinning & Weaving Co., Ltd. | 20,000 | Tls. 50 | all | Tls. 95 |
| Hongkong Cotton Spinning Co., Ltd. | 12,000 | \$10 | all | \$55, sellers |
| International Cotton Manufacturing Co., Ltd. | 10,000 | Tls. 75 | all | Tls. 51 |
| Lacu-Kung-Mow C. Spinn. & Weav. Co., Ltd. | 8,000 | Tls. 100 | all | Tls. 71 |
| Soy Chee Cotton Spinning Co., Limited | 20,000 | Tls. 50 | all | Tls. 50 |
| Dairy Farm Company, Limited | 40,000 | \$71 | | \$214 |
| DOCKS AND WHARVES.— | | | | |
| H'kong & Kowloon Wharf & Co., Ltd. | 60,000 | \$50 | all | \$80, sellers |
| Hongkong and Whampoa Dock Co., Ltd. | 50,000 | \$50 | all | \$80, sellers |
| New Amoy Dock Co., Limited | 10,000 | \$64 | all | \$86, sellers |
| Shanghai Dock and Engineering Co., Ltd. | 55,700 | Tls. 100 | all | Tls. 59 |
| Shanghai and Hongkew Wharf Co., Ltd. | 36,000 | Tls. 100 | all | \$84.10, buyers |
| Green Island Cement Co., Limited | 400,000 | \$16 | all | \$14.10, buyers |
| Hongkong and China Gas Co., Limited | 7,000 | \$10 | all | \$20 |
| Hongkong Electric Co., Limited | 60,000 | \$10 | all | \$23 |
| Hongkong Hotel Company, Limited | 12,000 | \$50 | all | \$119 |
| Manila Metropolis Hotel Limited | 8,000 | \$50 | all | \$75 |
| Manila Metropolis Hotel Limited | 15,000 | Rs. 10 | all | \$10 |
| Hongkong Ice Company, Limited | 50,000 | \$25 | all | \$165 |
| Hongkong Rope Manufacturing Co., Limited | 60,000 | \$10 | all | \$18, buyers |
| H'kong & South China Steam Fisheries Co., Ltd. | 15,000 | \$10 | all | \$62 |
| INSURANCES.— | | | | |
| Canton Insurance Office Co., Limited | 10,000 | \$250 | all | \$200 |
| China Fire Insurance Co., Limited | 20,000 | \$100 | all | \$127 |
| China Traders Insurance Co., Limited | 24,000 | \$83.33 | all | \$106 |
| Hongkong Fire Insurance Co., Limited | 8,000 | \$250 | all | \$360, sellers |
| North-China Insurance Co., Limited | 10,000 | \$15 | all | \$161 |
| Union Insurance Society, Limited | 12,400 | \$250 | all | \$845, buyers |
| Yangtze Insurance Association, Limited | 12,000 | \$100 | all | \$60, @ Ex 73 |
| LANDS AND BUILDINGS.— | | | | |
| Hongkong Land Investment Agency Co., Ltd. | 50,000 | \$100 | all | \$105, sellers |
| Humphreys' Estate and Finance Co., Ltd. | 150,000 | \$10 | all | \$74, sellers |
| 6,000 | \$50 | all | | \$228, sales & bu. |
| 78,000 | Tls. 50 | all | | Tls. 103 |
| Shanghai Land Investment Co., Limited | 12,500 | \$50 | all | \$47 |
| MINING.— | | | | |
| Societe Francaise des Charb'g's du Tonkin | 16,000 | Rs. 250 | all | \$700 |
| Raub Australasia Gold Mining Co., Ltd. | 200,000 | \$21 | all | \$85, buyers |
| 25,000 | \$10 | all | | \$111 |
| 50,000 | \$10 | all | | \$11, buyers |
| 75,000 | \$10 | all | | \$85, buyers |
| Philippines Co., Limited | | | | |
| China Sugar Refining Co., Limited | 20,000 | \$100 | all | \$130, sellers |
| Luzon Sugar Refining Co., Limited | 7,000 | \$100 | all | \$35, sellers |
| STEAMSHIP COMPANIES.— | | | | |
| China and Manile Steamship Co., Ltd. | 30,000 | \$25 | all | \$11, buyers |
| Douglas Steamship Co., Limited | 20,000 | \$50 | all | \$21, buyers |
| Hongkong, Canton & Manile S.B. Co., Ltd. | 80,000 | \$15 | all | \$261, buyers |
| Indo-China Steam Navigation Co., Ltd. | 60,000 prof. | \$5 | all | \$55, bu. (L'don: £24 15/-) |
| Shell Transport & Trading Co., Limited | 2,500,000 | \$1 | all | 82 1/2, buyers |
| Star Ferry Company, Limited | 10,000 | \$10 | all | \$17 |
| South China Morning Post, Limited | 6,000 | \$25 | all | \$25 |
| Steam Laundry Company, Limited | 20,000 | \$5 | all | \$6, buyers |
| STORES AND DISPENSARIES.— | | | | |
| Campbell, Moore & Co., Limited | 1,200 | \$10 | all | \$12, buyers |
| Wm. Powell, Limited | 15,000 | \$7 | all | \$4, buyers |
| Watkins, Limited | 10,000 | \$10 | all | \$21 |
| A. S. Watson & Co., Limited | 90,000 | \$10 | all | \$51 |
| Weissmann, Limited | 3,000 | \$10 | all | \$15, buyers |
| H. Price & Co., Ltd. | 15,000 | \$10 | all | \$12, buyers |
| United Asbestos Oriental Agency, Limited | 9,900 ordy. | \$10 | all | \$10, all \$300. |
| United Asbestos Oriental Agency, Limited | 100 fders | \$10 | all | \$72, buyers |
| United Waterboat Co., Limited | 50,000 | \$10 | all | \$72, buyers |
| RUBBER.— | | | | |
| Daily Wre | | | | |
| Para Rubber in London | | | | 4/4 per lb. |
| LEADS.— | | | | |
| Amount | Value | Interest | Quotation. | |
| Chines Imperial 1886 | Tls. 767,200 | Tls. 250 | 7% p. annum | Par. VERNON & SMYTH, Share-Brokers. |

IMPORTANT TO ENGINEERS.

ANTIGENOUS WELDING.

REPAIRS to BOILERS or HULLS, WELDING of Cracks, renewing of corroded plates by addition of Metal, Welding of broken pieces of any Metal. Process approved by Board of Trade and Lloyd's surveyors.

Orders for the "FAR EAST OXYGEN & ACETYLENE Co." taken by our harbour engineer. Call flag X.

WILLIAM C. JACK & CO., LTD.

Telephone 358. 14, Des Voeux Road Central.

THE CIGARETTES OF DISTINCTION

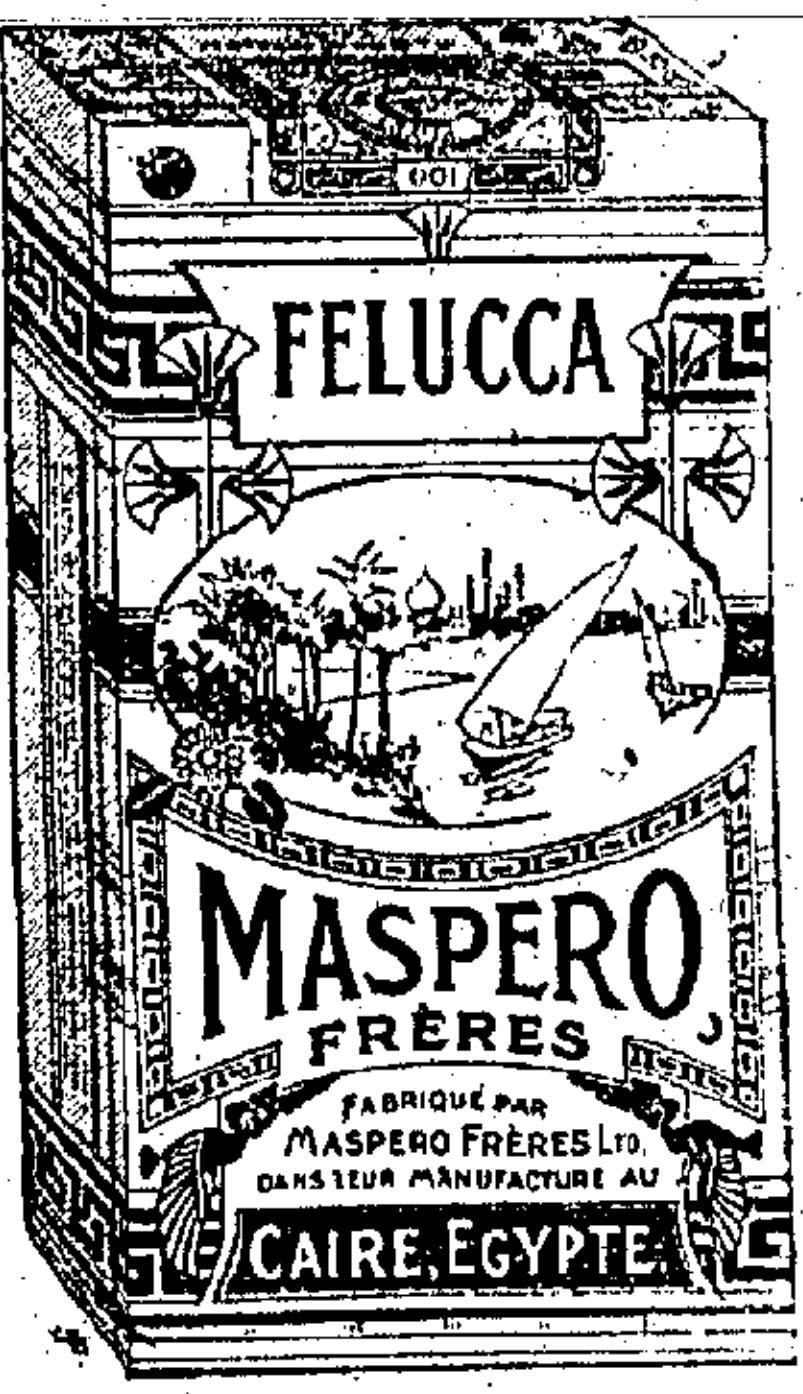
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and Felucca



A LUXURY TO
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OF TASTE

IN 50's & 100's
HERMETICALLY SEALED BOXES
AT \$4.20 AND \$2.80
PER 100
FROM ALL TOBACCONISTS.

THE NESTLÉ & ANGLO-SWISS
CONDENSED MILK CO.

CHAM (SWITZERLAND) AND LONDON.

Another Famous Product on the above
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GUARANTEED
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LARGEST SALE
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HONGKONG CO-OPERATIVE SOCIETY,
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A VALUABLE TIP
TO SPORTSMEN.

To meet the requirements of Shooting and Yachting Parties we have now placed on the Market small Pocket Flasks with Aluminium Cup attached filled with our well-known brands of Whiskies, viz.:

Perfection, G. P., King George IV., Club and Ye Auld Toun. No Sportsman should be without one, as he will find it invaluable in cases of sickness and over-fatigue.

Price, including Flask each 60 cts.

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MAILS VIA SIBERIA.

London Date

October 11th